(ख) जी, नहीं । घाटे के मुख्य कारण ये रहे हैं :–

(i) क्षमता के उपयोग की कम प्रतिशतता।

(ii) जहाजों का मूल्य सरकार द्वारा नियंत्रित फार्मूला द्वारा निर्धारित किया जाना जो उत्पादन लागत के साथ जुड़ा नहीं है, (iii) सरकारी ऋणों पर भारी ब्याज का भार, (iv) अनुरक्षण निकर्षण आदि पर होनें वाले खर्च में वृद्धि । शिपयार्ड के काम-काज में सुधार लाने के लिए किए गए उपायों में आर्डर बुक की स्थिति में सुधार, जहाज मरम्मत कार्याकलाप में तेजी, विभिन्न आधुनिक कार्य पद्धतियां शुरू करना जैसे कम्पोजिट ड्राइंग बनाना, यूनिटों की एडवांस आउट फिटिंग, सामग्री उपलब्धता सुनिश्चित करने के लिए वैज्ञानिक विधियां अपनाना वस्तु सूची में कमी और औद्योगिक संबंधों में सुधार की ओर ध्यान देना शामिल है ।

(ग) वर्ष 1985–86 के लिए लक्ष्य ये हैं :–

जहाज निर्माण	50,000 डी डब्ल्यू टी
जहाज मरम्मत	7 करोड़ रुपए

वर्ष 1986–97 के लिए अनुमानित लक्ष्य ये हैं :–

जहाज निर्माण	*54,000 डी डब्ल्य टी
जहाज मरम्मत	8 करोड़ रुपए

टिप्पणी : *अतिरिक्त आर्डर मिलनें पर लक्ष्य को उपयुक्त रूप से संशोधित किया जाएगा ।

Representation from M.P.s for taking over the Gandhigram Institute

303. SHRI O. I. IOSEPH: SHRI K. MOHANAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:
(a) whether Government have received any representation detec! tha 22nd November, 1985 from Members of Parliament for taking over the Gandhigram Institute of Rural Health and Family Welfare, Ambathurai, Anna district of Tamil Nadu;

(b) if so, what are the details the.eof; and

(c) what steps Government have taken or propose to take in this matter?

THE DEPUTV MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) to (c) The Government has received a representation from Shri Basudev Acharaya, M. P. and others on November 22nd, 1985 to take over Gandhigram Institute of Rural Health and Family Welfare on the grounds of mismanagement and for providing job security to the staff. There is no proposal to take over the Institute.

Memorandum regarding affairs of JNU

304. SHRI K. MOHANAN: Will the Minister of HUMAN RESOURCE: DEVELOPMENT be pleased to state:

(p.) whether it is a fact that a memorandum signed by 161 Members of Parliament regarding the affairs of the lawaharlal Nehru University was recently submitted to the President of India, who is also Visitor of th$_e$ University; and

(b) if so, what action has been taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) No such Memorandum has been received recently.

(b) Does not arise.

Cochin Shipyard

305. SHRI K. MOHANAN; Will the. Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that the Cochin Shipyard is facing the problem of want of job;

(b) whether it is also a fact that even the shipping corporation of India is inte rested for purchase of new ships and repair of old ships from the foreign firms;

(c) if so, what are the details thereof;

(d) whether Government of Kerala have taken any action to realise the sales tax arrears to the tune of Rs. 2.6 crcres from the Cochin Shipyard; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) The hull shop of the Shipyard does not have adequate work at present.

(b) and (c) All efforts are made to tie-up utilisation of indigenous facilities before placing orders on foreign shipyard, for acquisition of ships or repair of their vesesls Sometimes repair °f ships in foreign Yards has to bs carried out by SCI when their ships ar_e on gross trading ;md are not likely to touch India or which require emergency repair/dry docking.

(d) and (e) The Government of Kerala have issued demand notices on Cochin Shipyard from time to time for payment of Sales Tax on ships constructed and delivered. Tot:-.l outstanding claim of Sales Tax to Kerala Government, at the downward revised rate ot Sales Tax is Rs. 2.79 crores. The State revenue autho-, rities have also threatened institution by way of revenue recovery proceedings in case of default and have claimed Rs. 15 lakhs by way of penal interest. However, no concrete steps in this direction have been taken by them so far presumably on account of representation made by CSL to the State Government as also the Government of India's intervention in this regard keeping in view the shipyard's critical financial position.

Cargo support to India shipping

306. DR. LOKESH CHANDRA:
SHRIMATI USHA MALHOTRA:

Wiil the Minister of TRANSPORT be pleased to state:

(a) whether Government have taken a decision to give Cargo support to Indian Shipping; and

(b) if so, what are the details of the support scheme?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) and *(h)* The details of cargo support ta Indian Shipping Lines are as follows:—

(i) With a view to ensuring greater share of cargo for Indian vessels India has entered into bilateral Shipping Agreements which pro-vide for parity in cargo liftings and freight earnings;

(ii) There are standing instructions to Public Sector Undertakings/ Government Departments to negotiate as far as possible, C&F exports and FOB imports. These are designed to maximise cargo availability to lndian Lines.

(iii) Share of Indian Shipping Lines in the carriage of Iron Ore exported by MMTC has been brought up ihrough successful negotiations;

(iv) The use of foreign flag vessels in the oil trade has been, brought down by arranging acquisition of suitable tankers for Indian shipping companies.

(v) With a view to encourage use Indian vessels it has been decided' that (a) the freight paid shall not be debited to the face value of import licence if the ocean freight is paid in non-convertible rupees in India and the goods are carried on Indian vessels and (b) the exporters will be given